

# MOTOR RACING

and  
**ECONOMY CAR NEWS**

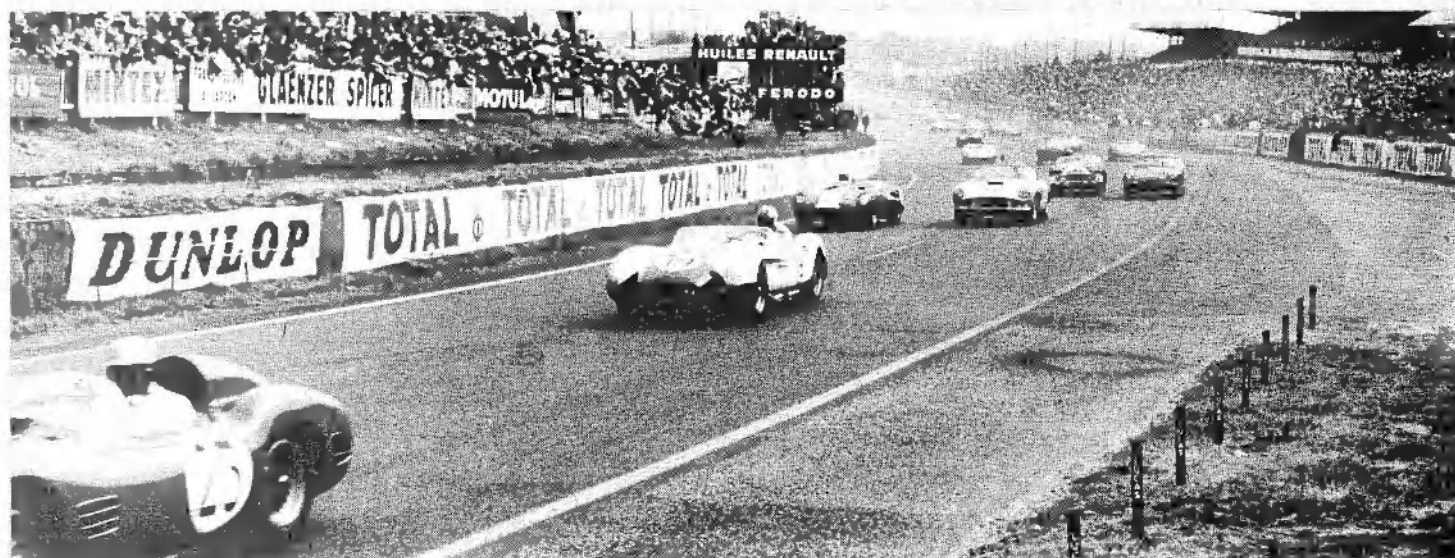
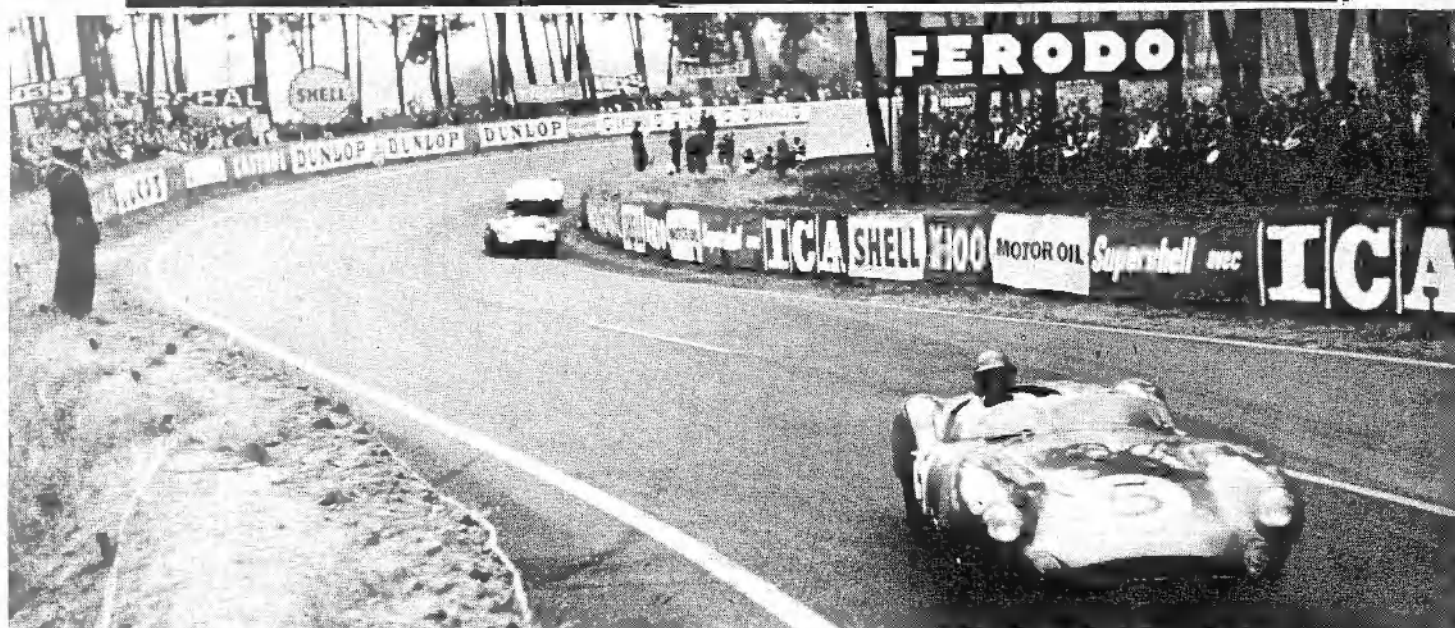
Vol 4--No. 19 --- Culver City, Calif.

(Published Bi-Weekly except last issue of Calendar Year)

July 10-17, 1959

15¢ Cheap

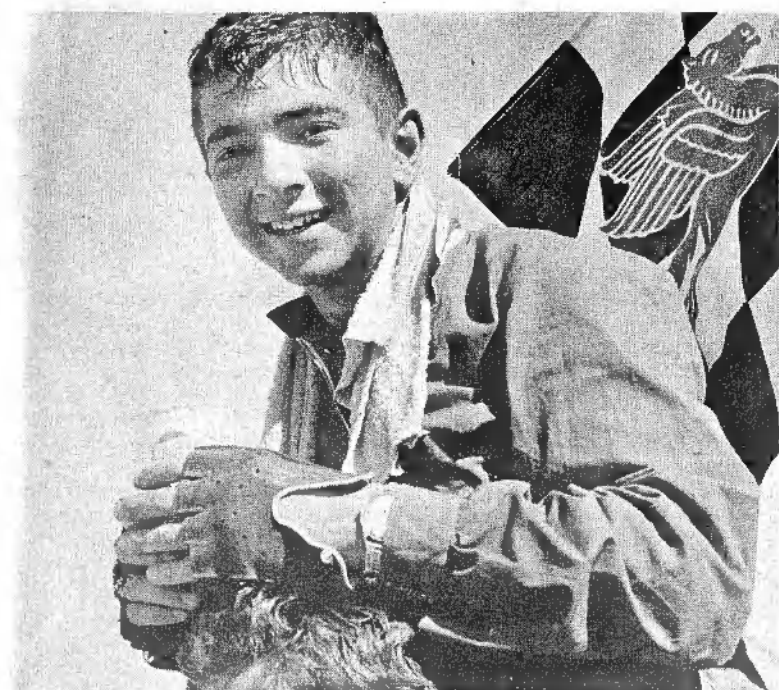
## A Texan Abroad... 1959 Le Mans



CARROLL SHELBY, the personable Dallas sports car pilot, shows how it's done in top photo. He leads in the Aston Martin that recently won the 24-Hour Endurance race at Le Mans, France, most famous of all road races. Bottom photo: The pack comes around on the first lap, with Scarlotti, 2-liter Ferrari, leading the Martin-

Kimberly Ferrari, Hansgen's Lister-Jaguar, Grossman's Ferrari California, Sanderson's Triumph, Clark's Lotus Elite and all the rest. Shelby was teamed with Briton Roy Salvadori in the winning car. More Le Mans photos on Page 3. (MOTORACING photos by Henry N. Manney III)





**RICARDO RODRIGUEZ, 17, was a sensation in his first U.S. race at Riverside in Sept., 1957, as is attested by way admirers lifted him to their shoulders. Mexico City ace races Porsche RSK at Riverside, July 19.**

## Riverside Race Facts

**WHAT:** SCCA Nat. (A region) races Sat., July 18; USAC Kiwanis Grand Prix (\$9300), 150 miles (course—3.275 mi.), Sun., July 19.

**WHERE:** Riverside Int. Raceway, intersection of US Highways 60 & 395.

**RACE SCHEDULES:** SCCA, July 18, 12:30 p.m., 15 laps, FCHJ production; 1:15, 15 laps, GH modified; 2:15, 10 laps, Formula III (if sufficient entries); 3:00, 15 laps, BCDE production; 4:00, 20 laps, BCDEF modified.

Qualifying and practice for pro race, noon-5 p.m. July 17; 10 a.m.-1 p.m., July 19. 1 p.m., veteran car race; 4-6 p.m. feature, 2 p.m. July 19.

**PURSE BREAKDOWN:** Over 2 liters—1st, \$2000; 2nd, \$1000; 3rd, \$650; 4th, \$400; 5th, \$200. Under 2 liters—1st, \$1,100; 2nd, \$650; 3rd, \$400; 4th, \$250; 5th, \$150. (\$50 in all entries completing at least 25 laps).

**TICKET INFO:** All reserved seat sales handled by Kiwanis Clubs of So. Calif., led by Sherman Oaks Club, for Kiwanis charities—underprivileged and crippled children. Reserved seats and parking, \$4. Write P.O. Box 876, Sherman Oaks, Calif., or phone TRiangle 3-4090.



## Constantine 1st At Lime Rock

**LIME ROCK, Conn., July 4.**—George Constantine, Southbridge, Mass., averaged 80.04mph in an Aston Martin here today as he won an SCCA national race over this 1.2-mile course. Thirty-three laps were covered.

Don Sessler, Porsche RSK, was second. Highlight was an early duel between Constantine and Walter Hansgen, Lister-Jag. Hansgen lost his lead when he went off the course; he retired, and Constantine was in.

Gaston Andrey, Ferrari, was third, followed by Roger Penske, Porsche RS, and Harry Blandchard, Porsche RS.

Constantine races at Riverside.



**TONY BROOKS, London dentist, led from start to finish as he won the Grand Prix of France and of Europe in a Ferrari. The Reims race was run in fierce heat. (MOTORACING photo by Henry N. Manney III).**

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## RIVERSIDE RACE LURES TOP FIELD

Some of America's leading drivers are included in a record breaking field of 180 entered for the amateur-pro sports car racing carnival at Riverside Interna-

tional Raceway Saturday and Sunday, July 18-19, headlined by Sunday's USAC-Sanctioned \$9300 150-mile Kiwanis Grand Prix.

The Grand Prix is being held in conjunction with the SCCA national championship 5-event program on Saturday, with the amateurs now eligible to join the pros for Sunday's 150-mile classic.

Included in the Grand Prix field is the sensational teen-ager, Ricardo Rodriguez, 17, of Mexico City, driving one of the five Porsche RSK's in the field. Ricardo, at the age of 15, was a sensation when he won the small-bore modified feature in a Cal Club program nearly two years ago. His fourth duel with Ken Miles is due to be one of the highlights.

Latest to enter the Grand Prix are Bruce Kessler of Beverly Hills, driving a 3-liter Maserati (the ex-Behra car) for Ameritala Imports of San Diego, and Carlyle Blackwell of Sherman Oaks in his

D-Jaguar. Bruce's entry is conditional, depending on how the car responds in practice.

Kessler's mount, owned by Max Gordon of San Diego, will be tested by the Beverly Hills driver Friday when drivers from throughout the United States hold practice from 12 noon through 5 p.m. around the twisting, 3.275 mile Riverside paved course.

In the meantime, the huge SCCA field of 135 is already assembling here with registration and safety inspection billed at Olympic International Motors, 5766 Hollywood Blvd.

SCCA drivers are coming from Seattle to New York and major points in between.

Jack McAfee of Hollywood, 1957 national champion, definitely will go in both the amateur and pro events as will Jim Jeffords of Milwaukee, who wheels the former Lance Reventlow Scarab on Sunday, and an undefeated Corvette Saturday.

Racing Director Steve Mason for the sponsoring of John Edgar Enterprises, Inc., said the 40 fastest from qualifying Sunday morning will be flagged off at 2 p.m. in the 150-miler.



**CHUCK DAIGH is shown in Chevy-Scarab leading Phil Hill last October at Riverside. Daigh, who won the race, will drive a Maserati in big Riverside pro race Sunday, July 19. Jim Jeffords will drive Scarab. (MOTORACING photo)**

## BROOKS (FERRARI) WINNER AT REIMS

BY HENRY N. MANNEY III  
MOTORACING Staff Writer

REIMS, France, July 8.—It was Tony Brooks all the way... these six words describe the running of the 1959 French (and European) Grand Prix here. Having turned the fastest lap of practice he leapt out into the lead from flagfall and stayed there, in spite of determined efforts by Brabham, Trintignant, and Gregory (Coopers), Moss (BRM), and Hill and Behra (Ferrari) to unseat him.

HENRY MANNEY

However it was not to be as the flying dentist, heir apparent to Fangio's mantle, made no mistakes, to come in an easy winner at a 205.079 average, 1.175kph slower than Hawthorn's average last year.

The only real interest in this race was whether Jean Behra, the temperamental Ferrari No. 1, would manage to hold the thing together long enough to win, as it is a French race on French soil puffed by a French paper (L'Equipe, the Bible of the Behra Cult) and Enzo Ferrari is always alive to the possibilities

(Continued on Page 6)



- Riverside Picks
- Big Daddy Agrees
- Letter from Pete

JUST WHEN I was ready to start running some choice recipes and a regular bullfight column, along comes an avalanche of mail. The gist of it: get rid of that economy car news bologna and give us more racing news, cut out the funny (?) stuff and who the hell cares who had a birthday and who is vacationing in Pismo Beach?

Please fill out the coupon on Page 5.

Regarding that Cal Club-SCCA advt., response has favored the CSCC by about 5 to 1. The crux came from San Diego: "Let's get things on the road! I am a competition driver and car owner. Cast my vote for the Cal Club. I am a member of both clubs & SD region of SCCA."

Just in case you're interested how this observer tabs the first 10 in the big race at Riverside, July 19:

1. Skip Hudson, 4.9 Ferrari;
2. Richie Ginther, 4.1 Ferrari;
3. Chuck Daigh, 5.7 Maserati;
4. Bill Krause, 4.5 Maserati;
5. Ken Miles, 1498 Porsche RSK;
6. Ricardo Rodriguez, 1498 Porsche RSK;
7. Jim Jeffords, 5.5 Chevy-Scarab;
8. Sam Weiss, 1598 Porsche RSK;
9. Fred Windridge, 5.7 Lister-Corvette;
10. George Constantine, 4.2 Aston Martin.

Now you know how to make your wagers!

(Continued on Page 4)

## Manney's Le Mans Photos on Page 3

## Riverside Race Entries

Partial list of entries (limited to 40 fastest qualifiers) for 150-mi. Kiwanis Grand Prix (Prize money \$9300). One race in two divisions, over and under-2000cc, Start - 2 p.m.

Driver	Car	Engine Size	Hometown
Doug Walker	"Barracuda"	4797 cc	Santa Ana, Calif.
Wayne Wetler	Lister-Corvette	5733	Phoenix, Arizona
Chuck Daigh	Maserati	5700	Long Beach, Calif.
Art Snyder	Lotus Le Mans	1300	Gardena, Calif.
Jack Graham	Aston Martin	5000	San Jose, Calif.
Art Bunker	Porsche RSK	1498	Kansas City, Mo.
Don Weston	Porsche RS	1498	Hermosa Beach, Calif.
J. P. Kunstle	Lotus Mark XV	1998	Carmel, Calif.
Ken Miles	Porsche RSK	1498	Hollywood, Calif.
Fred Windridge	Lister-Corvette	5700	Arlington, Va.
George Constantine	Aston Martin	4200	Southbridge, Mass.
Ricardo Rodriguez	Porsche RSK	1498	Mexico City
Jack McAfee	Porsche RS	1498	No. Hollywood, Cal.
Jay Chamberlain	Lotus Mark XV	1998	No. Hollywood, Cal.
Richie Ginther	Ferrari	4100	Granada Hills, Cal.
Josie McLaughlin	Ferrari	2998	No. Hollywood, Cal.
Ruth Levy	Porsche RS	1498	Brentwood, Cal.
Chas. Howard III	Porsche RSK	1498	Woodside, Cal.
Skip Hudson	Ferrari	4900	Riverside, Cal.
Bill Krause	Maserati	4500	Compton, Cal.
Jim Jeffords	Scarab	5500	Milwaukee, Wisc.
Lloyd Ruby	Maserati	4500	Houston, Texas
Sammy Weiss	Maserati-Chevy	5700	Houston, Texas
Paul O'Shea	Porsche RSK	1598	Sacramento, Calif.
Bob Oker	Chev. Saddler Spl.	5700	Rye, N.Y.
Alan Connell	Ferrari	4900	Whittier, Calif.
Bruce Kessler	Devlin-Olds	7000	Whittier, Calif.
	Ferrari	2500	Fort Worth, Tex.
	Maserati	3000	Beverly Hills, Cal.

Note: Most of these drivers also to compete in SCCA national championship races, Saturday, July 18. Drivers of SCCA program eligible for Grand Prix under new SCCA rules.

## Jeffords Again

Special to MOTORACING

CHICAGO, July 5—Jim Jeffords, Milwaukee, in the Chevy-Scarab, made it two straight at Meadowdale Intl. Raceway in the \$9600 USAC 444km race run in three heats.

The former Reventlow Scarab jumped in front on the first lap and just stayed there. At the

end of the first heat of 92 miles, Jeffords was miles ahead of the second place car. It was the same in the next two heats.

The real race was between Augie Pabst (another Milwaukeean), 2.5 liter Ferrari, and Lloyd Ruby, Houston, 4.5 Maserati. The duel

(Continued on Page 4)



**JIM JEFFORDS booming the Chevy-Scarab to victory in the three heat 444km race at Meadowdale, near Chicago. His average speed was 87.9mph (Photo by Ralph F. Murray)**



# NEWS ALONG THE ECONOMY CAR FRONT



## ECONOMY CAR TRENDS

BY JAMES E. POTTER

IT IS NO wonder the Big 3---General Motors, Ford and Chrysler---are coming out soon with small cars.

It would be folly to report they have not felt the pinch from the terrific inroads made by the imports. Not only has Jos. Blow tired of those behemoth Detroit gas-eaters, but fleet purchasers are seeing the light more and more.

The Intl. City Managers' Assn. of Washington, D.C. gave the overpowered American car its latest wallop. It said municipal governments are saving substantial sums by turning to imports for official use.

By driving German-made cars (VWs no doubt), Richmond, Va., officials found they were saving 37 percent over operating costs of six-cylinder U.S. autos formerly used. Additionally, the imports cost less.

Detailed cost data revealed 20 small cars averaged 23.6 miles per gallon, operating at 1.7 cents a mile. Seventeen six-cylinder standard transmission Detroit cars got only 14.1mpg. Operating cost was 2.7 cents per mile.

State governments in Oregon, and such cities as Cincinnati and Hollywood, Fla., are now trying imports and U.S.-made small cars. Also reported switching to smaller cars are several Minnesota municipalities.

Another factor was involved in the change---no more direct factory discounts by GM, Ford and Chrysler.

According to manufacturers, some state and municipal governments had sold used cars after brief periods. This, they said, depressed the used-car market.

Current issue of TIME brings out the point we mentioned two issues ago---Ford's TV commercials indirectly giving GM and its upcoming rear-engine small car the harpoon. Too, Chrysler said its small Valiant would have the mill 'up front, where it belongs.'

Chrysler's French Simca also has gone heavy with the ballyhoo that the front-engine cars have it over the rear-engine cars---better cornering, more boot space, more driving stability, etc.

TIME said GM researchers lost no time countering the arrow ads were haywire, that the mill and its parts are more accessible in the rear-engine auto. Open the Volkswagen rear end there is all its little machinery sitting there staring at you, GM said.

Why hasn't the industry adopted the rear-engine, GM was asked. The answer: it should have happened quite a while ago.

By the way, GM was No. 1 industrial corporation in 1958 (\$9.5 billion in sales), Ford was third (\$4.1 billion).

Jim Waters, the big Simca dealer, was feted by employees recently---his 72nd birthday and 50 years as an auto dealer.... Henry Henkel, Rootes Motors' West Coast manager, reports sales for first six months of '59 of Hillman, Sunbeam, Singer and Humber cars have increased more than 76 percent over first half of '58 (\$38,144,000 in sales as compared to \$21,672,000). Luxury Humber Super Snipe and medium-priced Singer Gazelle are two new cars Rootes has introduced to its line....Renault has come out with

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AND ECONOMY CAR NEWS

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a new front-engine, front-drive light truck...John Green Corp. (Renault) has appointed Robert O. Link sales manager, and Pat New parts rep...Sir Leonard Lord, chairman of British Motor Corp., announces new small 850cc cars for both the Austin and Morris companies will be introduced at the end of August....Citrus Motors, Riverside, Calif., and Carl's Motor Co., Wilmington, Calif., have been appointed dealers of the Japanese Toyopet Crown custom sedan.

## SANTA MARIA SITE OF MAJOR CONCOURS ON JULY 25-26

The North and South will be at it again as Santa Maria becomes the battleground for trophies in the 6th annual Santa Barbara County Fair concours d' elegance, July 25-26 at Santa Maria.

Hank Neiggemann, general chairman, announced that over 50 entries of the finest in imported sports cars and sedans on the West Coast will be competing again this year. This event is sanctioned and operated by the 37th District Agricultural Assn. in cooperation with sports car clubs in the Santa Maria and San Luis Obispo areas. It has been heralded as one of the finest concours on the Coast with the emphasis on completely impartial judging by experienced judges, each specialists in their fields.

Twenty-four class trophies, dash plaques and a best-of-show award will be presented.

Complete information and entry blanks, as well as hard-to-get motel reservations can be acquired by writing Hank Neiggemann, in care of Radio KSMA, Santa Maria.

## Letters to MOTORACING

### 'Sex Inadequacy' Explained

Dear Mr. Vignolle:

To answer the letter from Bob Beasley in your recent issue: The Editor was certainly right in assuming that Bob Beasley correctly interpreted my use of the term "sexually inadequate". Feelings of sexual inadequacy are quite prevalent in our culture, particularly among teen-age boys. One might even go so far as to say that we all have some feelings of inadequacy along these lines, and use various means to attempt to diminish these uncomfortable feelings.

This is not claiming that sports car drivers are sexually inadequate (although driving a sports car or the equivalent is a very popular and presumably effective means of compensating for such feelings). I was concerned, from a safety point of view, with those individuals who go to extremes, speeding and other forms of reckless driving, in an effort to prove their masculinity.

SINCERELY YOURS,

(SIGNED) JEROME M. KUMMER, M.D.  
SANTA MONICA, CALIF.

### HOSPITALITY PLUS

Just a line accompanying my renewal to your excellent racing news. Although I am far from So. Calif., it still is good to read about all that's doing on the local circuits.

I am at present living in London, England, and have become caught in the mad racing season that goes on here from March to October. I just thought that I would give you my address in case one of your readers happen to be passing through London. I would be happy to buy them a drink or two and talk racing. As I am a member of both the British Automobile Racing Club and the British Racing and Sports Car Club, there might be a good chance that I could get them into my pit crew for a race at Brands Hatch or Goodwood---one is always going on a given weekend, it would seem at this time of year.

I am running a shiny Plus Four Morgan via Mr. Rene Pellandini in Los Angeles, so could always use a couple of extra people when the racing weekends come around.

My home address is:

T.R. SMITH  
18A SHIREHALL LANE  
HENDON NW 4  
ENGLAND (PHONE, HENDON 9732)

### SF SLEEPS

Why didn't you have a big spread on the SCCA national Golden West rally here like you had on the Great Canyon rally in Arizona? You bum!

J.T. COLEMAN  
SAUSALITO, CALIF.

Editor's Note---The Arizona people, Kay Bird & Co., sent stories, photos, data to MOTORACING; the SF people sent absolutely nothing.

### GUREY CAN'T STOP

Now I lay me down to sleep and if I am alive in the morning, I would NOT be found dead in a sports car.

JAY GUREY  
LOS ANGELES 5.

### FOR SALE



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### PEACEFUL CITIZEN

... In the future, when anything seemingly controversial comes up between the Cal Club and SCCA, please give me a ring to get the real facts of the matter. SCCA does not want any quarrel with the Cal Club, has none at the present time, and would very much like to cooperate. The last issue of MOTORACING contained words to the effect "SCCA ordered out of San Diego", and "terse statement" from National. Did it ever occur to you that since no contract had been signed between the Cal Club and SCCA, that had there been an accident SCCA could have been sued. The "terse" statement, was merely a statement protecting the legal rights of SCCA, and to inform our drivers that they could drive with the Cal Club. If it is the desire of your paper to keep things stirred up, and you have every right to do so, I guess, this certainly stirred up a hornet's nest. I have talked to an equal number of Cal Club members and SCCA members, and all are willing to bet that you wrote the ad about choosing between the two clubs, and brother are they sizzling. I don't think you did, but I'm just giving you a horse-back opinion.

Gus, as I said three years ago, and I still maintain, I want to get along with the Cal Club. The fighting is not good for racing as a whole, and racing is the thing we are all interested in, so let's do what's good for racing.

LINDLEY F. BOTHWELL  
WOODLAND HILLS, CALIF.

Editor's Note -- SCCA still was ordered to pull out. In view of the rivalry and heat between the two clubs, this was a good news story. Such stories will not be ignored or buried by MOTORACING. We have long ago stopped contacting officials who are either idealistic or saddle-sore from fence-straddling. Ten disinterested people were shown the SCCA statement---all 10 agreed it was "terse."

### SCCA VERSION

At the time that the entry blanks were printed for the Hourglass Field Races no agreement had been signed between the San Diego Region, SCCA and the Cal Club.

The postcard which you received was sent by agreement between this office and the San Diego region. For further details I suggest that you talk with John Blehl, regional executive of the San Diego region...

JOHN M. BISHOP  
SECRETARY, SCCA  
CONTEST BOARD  
WESTPORT, CONN.

### WORD FROM ALASKA

... The Alaska Sports Car Club certainly looks promising to Margie and me. Don't have a sports car at the moment, but will buy one soon. Seems good to be back in Alaska again, but sure miss all-out racing and that is for certain.

JACK BATES  
MENDELTA LODGE  
VIA PALMER, ALASKA

### WESTPORT PHAROHS

I would like to know who is the stupid one, you or the SCCA Westport Pharoahs (as you call them). The national class standings listed names and points, but not the cars. How nutty can you be?

VICTOR L. MARR  
LOS ANGELES 49.

Editor's Note---Westport gets the nod; that was the way they released the standings (not surprising).

### CHEER FOR US

Just received the last issue, and I want to say "thanks!" I think the reproduction of the photographs is 300 percent better. The type seems much better also. Keep up the good work!

W.L. MALONE  
LOS ANGELES 32.

### STORY BLASTED

I always thought Lance was mature beyond his years in most ways, but when I see trash like this ("Lance Revealed, Misunderstood Millionaire," by Jill St. John in "Family Weekly"), I doubt it! How in the world could he let this girl write such nonsense?

JERRY FLANDERS  
SHERMAN OAKS, CALIF.

Editor's Note---True, but we don't think L.R. should be blamed for what someone else writes about him.

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# MOTORACING'S PHOTO COVERAGE OF LEMANS



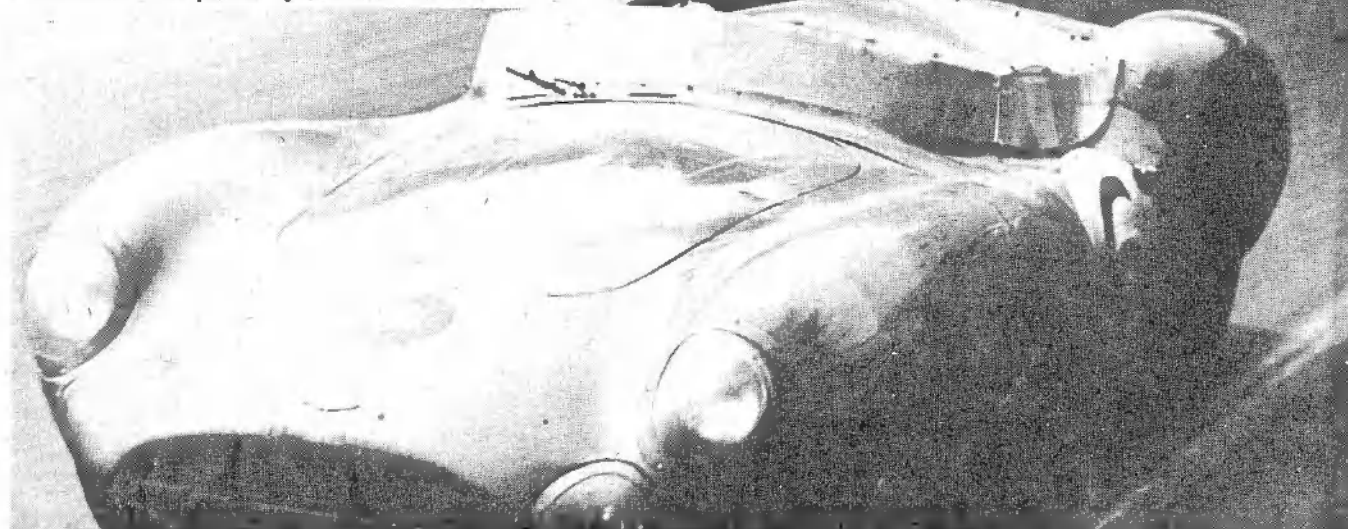
"...TO ME it feels like a pig..." Phil Hill, right, Ferrari works pilot, tells his co-driver, Olivier Gendebien. That appears to be Denise McCuggage taking it in. Last year's winners didn't finish.



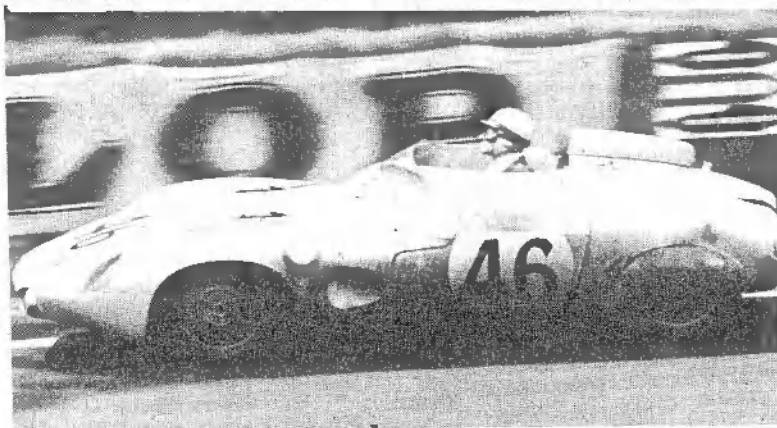
WILL IT ever go again?—That thought occupies Germans Edgar Barth and an anxious Wolfgang Seidel (in black shirt, straining forward) as they watch work on their Porsche from pit counter. Car was a DNF.



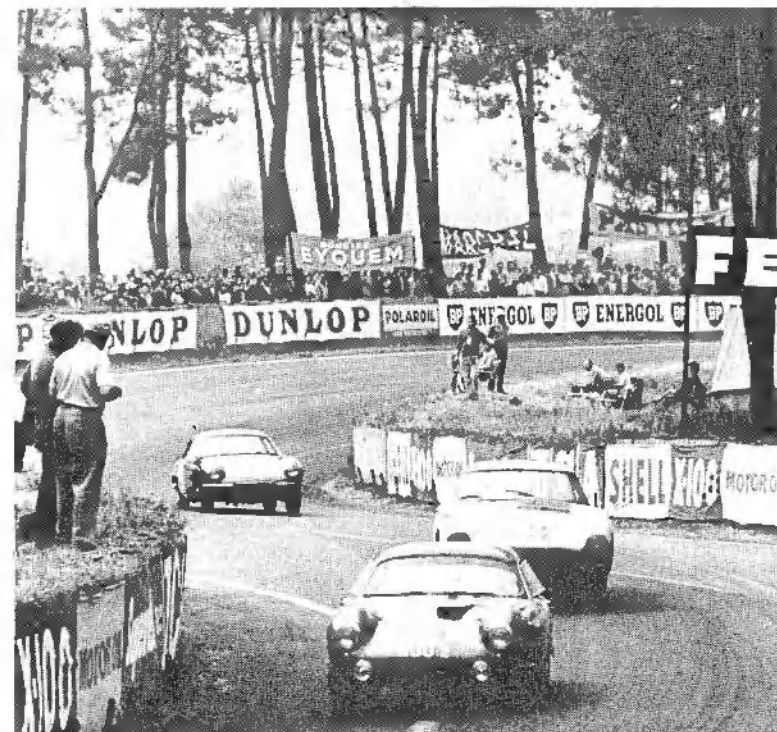
FIFTH OVERALL—The Grossman-Tavano Ferrari California was another Maranello GT machine that finished while potent sports cars failed.



AN ASTON MARTIN also took second place at Le Mans. It was this one, driven here on Sunday morning by Paul Frere of Belgium. The other driver was the Frenchman, Maurice Trintignant. They finished eight miles behind the Aston driven to victory by Carroll Shelby, of Dallas, and Roy Salvadori of England.



HERE IS the index-winning (and 9th overall) dohc DB Panhard at Tertre Rouge. Driven by Cornet-Cotten, the 750cc class winner covered 2465 miles in the 24 hours, averaged 90.1mph.

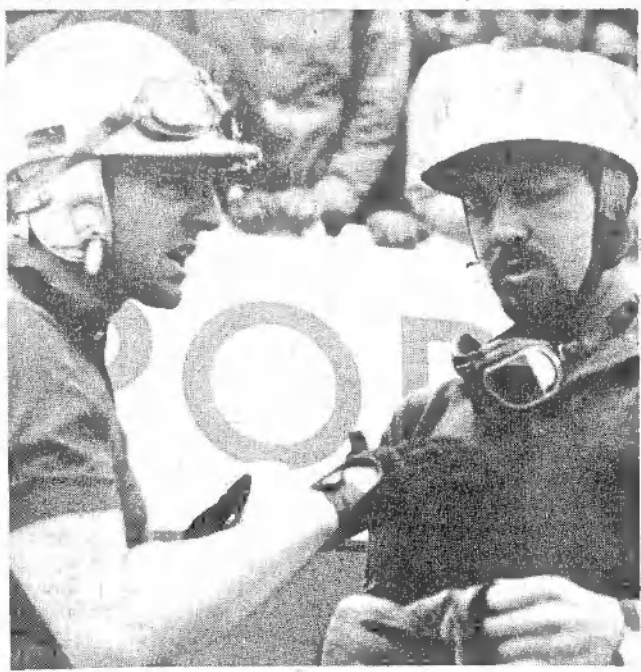
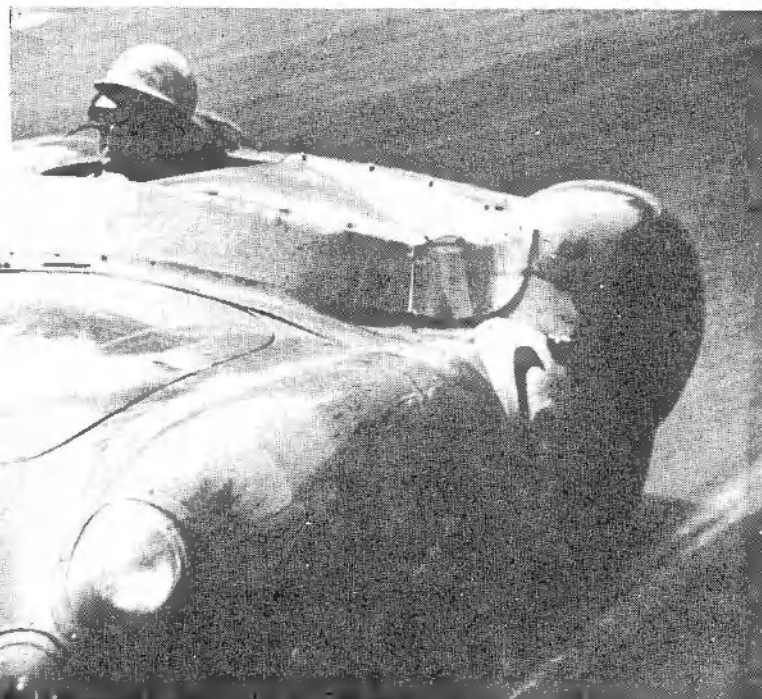


LOTUS ELITE—The 1.5-liter class winner, driven by Riley-Lumsden, finished eighth overall at Le Mans. Here, it leads the Pilette-Arents Ferrari GT, which eventually took fourth, and the Border-Reivers Lotus through the esses. Photo of winning Shelby-Salvadori Aston Martin appears on cover page. Henry N. Manney III's story on the annual 24-Hour classic appeared in last issue of MOTORACING.

ALL  
MOTORACING  
PHOTOS BY  
HENRY N.  
MANNEY III



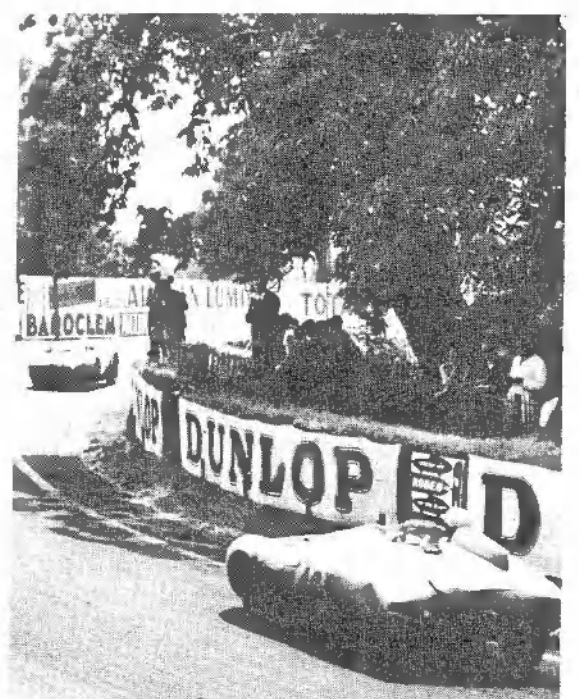
BLASTING BY the Hurrel-North Saab is the Phil Hill-Olivier Gendebien works Ferrari, with the Belgian up. They were the winners last year. Miles ahead, they seemed to have won the 1959 classic, but around noon on Sunday the car was forced out, all the water gone.



HANDLING OF the Porsche is discussed by the German Wolfgang von Trips, left, and Joakim Bonnier, of Sweden. Their car, too, was among the 40 out of 53 that didn't finish.



FINE VIEW of the class-winning Lotus Elite, with Peter Riley behind the wheel. He and co-driver Lumsden covered 271 laps in the 24 hours and averaged 94mph.



FAR UP around Tertre Rouge rears the Ferrari that led for a good share of the race, Olivier Gendebien piloting. Following here is the index-winning Cornet-Cotton dohc DB Panhard, ninth overall.





# Vignettes

By Gus V. Vignolle

## PETE LOVELY'S LETTER MAKES A LOT OF SENSE

(Continued from Page 1)

I was batting the breeze with Eric Nord at Big Daddy's Gas Chamber on the Ocean Front in Venice (Calif.) when a breathless messenger brought me a letter that was so excellent that I am reprinting it in its entirety in this space.

I do this very rarely. I showed the epistle to Eric Nord, who is Big Daddy and King of the Beatniks. It was peaceful at LeChambre de Gas and a cool breeze was wafting in from the Pacific. Big Daddy stopped reciting poetry, sipped his Cafe Vienna and perused the letter with intense interest. He agreed it was a masterpiece.

### Pete Is Sharp

It is from one of my favorite drivers, Pete Lovely, of Seattle. Pete is so unobtrusive you hardly know he's around. Interviewing him (I have tried) is difficult, since he rarely has anything to say. He is one of the best drivers extant. I have seen some of his masterful piloting behind the wheel of the Pooper, Lotuses and Ferraris. He has raced all over the country and in Europe. Almost shy, he is at the same time as hep as they come.

What he has to say is extremely important for the benefit of road racing, so, for the nonce, I am passing up a million things I had to write about (including the Laguna Seca Corvette disqualifications, which will have to wait until the next issue).

So I deviate from policy and give you Pete Lovely's letter, to wit:

Dear Gus,

I thought I might take this opportunity to give you a little build up on our Seafair race on August 1-2.

The Seafair race will again this year be run on the Shelton airport course. For those guys who have had enough of the Mickey Mouse airport courses, this is the real answer. We have seven turns and one 140mph bend with the longest straight only 3500 feet long. Sounds about the same as all the rest of the airports til you consider the lap times it is possible to post on this fine airport. My fastest lap at our last race (new record) in the 1500cc Mk Fifteen Lotus was 102.6mph. The race average for modified cars over 65 miles of this 3.2 mile course was just a hair over 100mph, other people's reporting to the contrary.

It is also one of the safest fast courses I've seen, with few bent up cars and no more than a few scratched and bruised overeager drivers in one and a half years of racing on the present layout. In summing it up, Gus, it is sort of a mixture of Silverstone and Goodwood and will provide lots of people with lots of good fast racing whether they drive Scarab, 4.1 Ferrari, MGA or Healey Sprite.

### They Make Sense

Now that I have given the sales pitch to get lots of the Californians to come, I'll have to throw the damper on. First, we here in this region have definitely decided to limit our races to 10 cars per mile of race course, so we will have no more than 32 cars start any one race. The next point is a little more complex but we feel a very vital one to the continuance of sports car and road racing as we intended it to be when we first started it, (at least in this part of the country).

A group of licensed competitors from this region who have raced in many of the California races, eastern races and even European races have become more than a little concerned with the all too frequent "metal to metal" contact between competing cars. Many of us have raced on the dirt ovals and the paved 1/4 mile tracks and all of us feel that the crash bang type of racing is not needed or wanted in road racing.

The recent race run at Laguna Seca is a typical example of what

I am talking about. All the press releases (obviously put out by the self-satisfied San Francisco Region) said that the Laguna Seca race this June was the best ever and that there was real good driving and close racing. In my way of thinking it was a success only in that no one was killed. There was close driving all right-- -- so close that there were over 60 percent of all the production cars came out with bent metal of some kind. Boys will be boys, you say? Its all good clean fun, is it?

Well listen to a few of the quotes which at this point must remain, anonymous. When asked why he continually ran into the back end of a competitor's car, one driver said, "Well, I figured if I ran into him enough times, he might pull over so I could get by". Another driver who drove in both the under-2000cc modified race and the over-2000cc race after Saturday's qualifying race where he had spun and allowed the field to go by was heard to threaten another driver with: "If I ever catch you on the course with -- -- -- (his big modified car) I'll run you right off the track".

### Idiots on Course

This same driver deliberately ran into another competitor during Saturday's race in an attempt to regain the time he lost in his spin. You might say that once could be considered accidental and I might agree, but then this same driver during Sunday's main over-2000cc modified race, while battling it out with another car, happened to lose quite a bit of time in turn nine (where he had spun before) and in the process the other car drew along side. In full view of all of those watching from the pits, he made a quick flick of the wheel and planted a three eared knock-off into the other car hard enough to knock the other car out of gear. This same person received congratulations for his "fine" drive at the victory banquet and also in the S. F. newspapers. Personally, Gus, I can see no improvement at all in the racing that was put on by S. F. Region S.C.C.A. over what the Cal Club did last fall. Don't get

(Continued on Page 6)

## PERSONALS

About People in  
Racing & Rallying

RENE PELLANDINI, Morgan and AC distributor, leaves for one month in Europe right after the Riverside races. He'll visit the factories in England.



RENE PELLANDINI

RUTH LEVY, fine Porsche femme pilot, comes out of retirement to compete at Riverside, July 18-19. USAC is making all kinds of concessions these days.

LINDLEY BOTHWELL, ex-RE of the LA SCCA, has assumed that position again, supplanting



RUTH LEVY BOTHWELL

Gordon Crowder, who was injured at Laguna Seca and subsequently elected RE.

BOB DRAKE and MARY DAVIS announce a big "no host" pre-race cocktail party for the Riverside races, July 15, 8 p.m., at the Grand Prix, 8204 Beverly Blvd. Meet the top race drivers.

SAM WEILL has been named exec vp and member of Bd. of directors of Competition Motors Distributors.

BILL LOADVINE and BOB KOHAGEN announce top racing movies will be the order on Tuesday nights at the new Motor Sport bar in Encino.

JACK SPARKS, son of our rally experts, DUANE and JERRIE SPARKS, is selling sports cars for HENRY S. PERREN on Crenshaw.

CHUCK MANNING, well-known in sports car circles, died recently.



## SHORT TAKES

### VACA PRO RACE

Cal Club members have been reminded pro participation is limited to events sponsored and/or sanctioned by USAC, FIA, SCCA or CSCC.

This apparently was directed to those hoping to race in a \$3000 pro race promoted by Harry Burd at Vaca Valley, up north, July 26. SF SCCA has nothing to do with this deal.

Richie Ginther, getting fed up with SCCA, may have a go in the aforementioned Vaca Valley race.

LA SCCA hopes to cut in on the pro race at Riverside next fall. This is revival of the successful Times-USAC-CSCC whirl. It was this that prompted recent advt. in MOTORACING on whether to sail for Cal Club or SCCA. This is a good deal for promoters: they can play one club against the other.

In July SPORTS CAR ILLUSTRATED Stirling Moss bitterly explains why he will never drive a Ferrari car--Enzo let Stirling down when he was a nobody and "treated me very badly."

(Continued on Page 6)

## At Meadowdale

(Continued from Page 1)

came to a head during the third and final heat. The second and third spot changed back and forth five times before Ruby was forced too far back in a traffic jam to regain lost time.

Fourth went to Art Bunker, Kansas City, Porsche RSK. He had flipped in his last race here.

Big disappointment was Rodger Ward, the Indy 500 victor. His Maserati-Corvette's punctured oil pan caused him to sit out the race. In his first big sports car race, he spun off the course in the first heat and the damage was done.

The crowd today was 34,641. Jeffords' share was \$2400. He refused the gelt to keep his amateur status. The car owner, however, didn't refuse it. Bunker was the under - 2000cc winner.

Jefford's average speed: 1st heat - 87.58 mph; 2nd heat -

37.74 mph; 3rd heat - 88.44 mph. 1. James Jeffords, Chev-Scarab, 552 points; 2. August Pabst, Ferrari, 440.2; 3. Lloyd Ruby, Maserati, 365; 4. Art Bunker, Porsche RSK, 298.6; 5. Bob Said, Lotus, 196.9; 6. Wayne Weiler, Lister-Corvette, 128.8; 7. Wm. Wuesthoff, Alfa Romeo Veloce, 106; 8. James Place, Ferrari, 82.2; 9. John Reimer, Corvette, 71.1; 10. Bruce Boyle, D-Jaguar, 41; 11. Herb Swan, Ferrari-Offenhauser, 24.6; 12. Loyal Katskee, Ferrari, 7.5.

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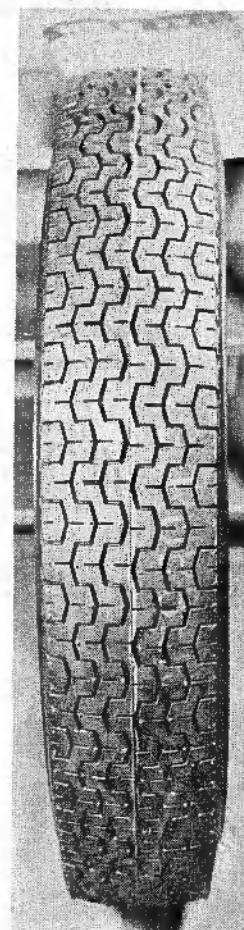
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# From Dr. Wilson to Dr. Wilson

## Invitation to 'Little Nurburgring'

Editor's Note -- The following is from one Dr. Wilson (C. Claire) to another Dr. Wilson (Tom), an officer of the SF region of SCCA and Motoracing staff writer:

Dear Dr. Wilson:

... (This is ) an open invitation to your members to forsake the ennui a diet of chill winds must bring, have a holiday in the Mecca of the west coast (B. C. to the ignorant) and race on a real he-man road course.

As president of this club I am proud to announce that we will very shortly be completing a beautifully scenic circuit that makes the old Pebble Beach course, on which the writer plus other members of our outfit had to go a couple of times, look a little pale. And furthermore we shall own it ourselves (plus of course the creditors). ... (The course is) Westwood. ... (It is our idea of a 1.8-mile little Nurburgring, complete with a carousel turn banked both for the men and the boys.

We have tried to benefit from the lessons of others in building it, and notwithstanding its "driver course" motif it should be both safe and reasonable in upkeep. One major feature is that though carved out of a mountainside it lies still only 20 to 30 minutes from the heart of Vancouver. An unseasonable amount of liquid sunshine this year has made us postpone opening dates now to July 19, but the contractors now seem certain we will be able to make the big splash then.

So there you have it, my first letter to the editor since I wrote complaining of watered whiskey!

Yours truly,

(Signed) C. C. Wilson M.D.  
President, Sports Car Club  
of British Columbia...  
Vancouver 2, British Columbia.

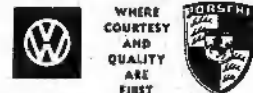


CARL GARDNER, owner-operator of Gardner-Reynolds, Inc., points to the tread found on the R-5 Dunlop Racing Cap -- the same design as the Dunlop R-5 racing tire used by the Ferrari Team. (Photo by Lester Nehamkin)

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# West Coast Point Leaders

BY ERIC HAUSER

The following races are included in the West Coast Point Standings: Pomona, Pomona G. P., Vacaville, Stockton, Del Mar, Salt Lake City, Santa Barbara, Laguna Seca, and San Diego. Points are awarded for both Saturday and Sunday races. When race entry is of poor caliber, points awarded for top positions are reduced.

## MODIFIED OVER 2000 cc.

1. Jack Flaherty	Lister Jaguar	39
2. Dick Morgensen	3.0 Ferrari	37
3. Richie Ginther	4.1 Ferrari	33
4. Bill Krause	4.5 Maserati	31
5. Dan Gurney	3.0 Ferrari	17
6. Josie McLaughlin	3.0 Ferrari	16
7. C.S. Howard	5.5 Ruffaker	15
8. Skip Hudson	4.9 Ferrari	14

## CLASS B MODIFIED

1. Sam Weiss	Porsche RSX	68
2. Gordy Glycer	Ferrari TR	49
3. Ken Miles	Porsche RSX	48
4. Jay Chamberlain	Lotus	28
5. Jack McAfee	Porsche RS	17

## CLASS F MODIFIED

1. Bob Drake	Cooper	30
2. Joe Flayan	Ferrari RS	24
3. Don Wester	Porsche 550	23
4. C.S. Howard	Porsche RSX	20
5. C.S. Haworth	Porsche 550	17

## CLASS D MODIFIED

1. Art Snyder	Lotus	75
2. James Lowe	Lotus	32
3. Frank Monise	Lotus	30
4. Jack Reddish	Lotus	23
5. Stan Peterson	Lotus	14

## CLASS H MODIFIED

1. Harry Jones	Lotus Crosley	40
2. Bill Mollis	Fairchild Spl.	39
3. Don Miller	Miller Spl.	18
4. Chuck Gounis	Crosley Spl.	14
5. Ed Freutel	Lotus-Fiat	11

## WOMEN- OVER 1600 cc.

1. Barbara Windhorst	AH 100S	26
2. Marie Dixon	Maserati	14
3. Lorraine Wood	AH	13
4. Mary McGee	AC Bristol	11

## WOMEN- UNDER 1600 cc.

1. Sunny Baker	Porsche	38
2. Mary Davis	Cooper	19
3. Prudence Baxter	Lotus	14
4. Betty Shutes	Porsche	13

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Which features do you like best in MOTORACING? Please help with this survey by clipping this, pasting it on back of a postcard and mailing to MOTORACING, P.O. Box 1127, Culver City, Calif.

List preferences numerically:

Dear Gus ( ), Cartoons ( ), Economy Car Trends ( ), Economy Car News ( ), European Race News ( ), Feature Articles ( ), Letters to the Editor ( ), National Race News ( ), Personals ( ), Picture Page ( ), Pitaville ( ), Racing Charts ( ), Racing Standings ( ), Rally 'Round, Results ( ), Road Tests ( ), Slightly Modified ( ), Vignettes ( ).  
Something has got to go -- space problem.

## KOOTENAI RALLY

The third annual PETITE ALPINE RALLYE DE KOOTENAI was to start July 11 in Trail, B.C. This conference championship rally was laid out with a Healey in some of the most beautiful rally country in the world. The Kootenai is a real test of driver and navigator. A full schedule of entertainment and activities have been scheduled for the Saturday night gathering of rally addicts from all over the Northwest. Entries included most of the leaders in the conference rally competition. A well-known photographer-author was to cover the rally, as well as the usual publicity that has always accompanied this famous rally. Anyone who runs the Kootenai will always remember the heart-warming hospitality, fine accommodations, and excellent championship caliber - of the Kootenai!

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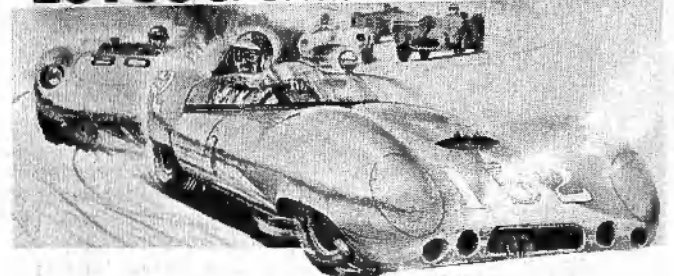


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## BROOKS HOT AT REIMS

(Continued from Page 1)

of publicity and next year's starting money.

There was no real doubt in anyone's mind that the Ferraris would be the quickest on this rather dull course with its long straights, although Stirling Moss, always dangerous, had his light green British Racing Partnership BRM, and the Coopers were going horribly fast for what is really a beefed up 500cc. As it happened, when Little Napoleon Raymond Roche, self-appointed czar of French GP racing, dropped the drapeau, Behra killed his engine and got away last, burning rubber the full length of the pits.

### OUT GOES BEHRA

Students of his previous form predicted that he would blow it in his fury and sure enough, after a stirring drive in which he worked his way up through the field (and the redline) to fourth place and was battling Brabham, who seemed to be having gearbox trouble, for third, the Frenchman broke a piston and was out.

Brooks, all this time, was sitting comfortably out in front, away from the shower of stones that was bedeviling everybody else as the surface of the specially-paved hairpins broke up in the 110 degree heat. The drivers were really working for their living on the flat plains of Champagne; the Lotus of Graham Hill and the Ferrari of Dan Gurney both went out with a stone through the radiator and Gregory (Cooper) retired from his second place with sunstroke after breaking the lap record.

Meanwhile, back at the ranch Mooss (BRM), as the program calls him, had worked up to second but was not too happy with the car, as first Gregory, then Trintignant (Walker-Cooper), who broke the lap record in his turn, Brabham (Cooper), Behra (Ferrari), and Hill (Ferrari) all passed him at various times.

### SPINS ON GRAVEL

However, the unlucky Trintig-

nant spun on the gravel at Thillois hairpin, killed his engine, and had to push it to get it started again, but this did him in so much that he periodically stopped at his pit to get water down his neck and was actually glad when the ring and pinion went. But everybody, it seemed, was shooting down the escape road at Thillois; Bonnier (BRM), Dutch GP victor, spun there and had to retire, while anyone who was following anyone closely, such as in the McLaren (Cooper), Gendebien (Ferrari) or Moss-Hill duels got cut up all over the face from the flying stones.

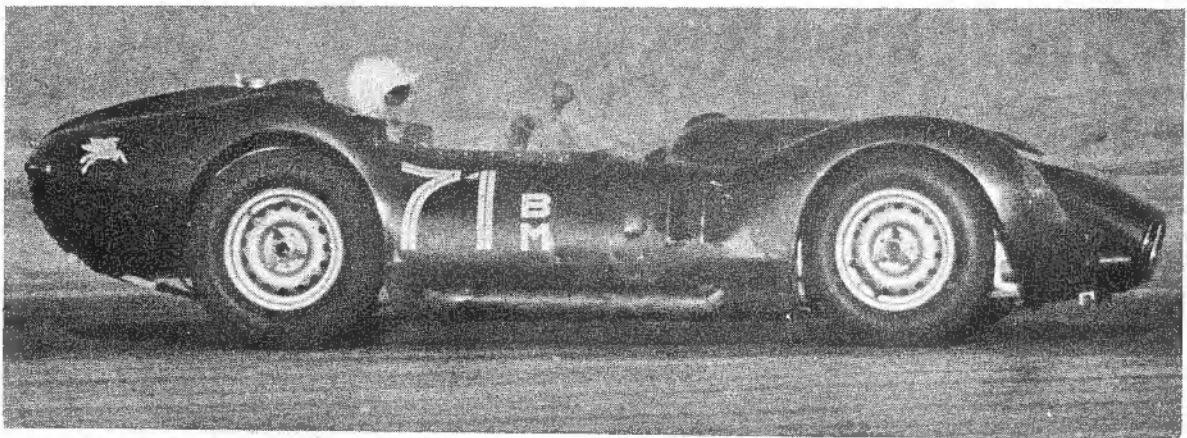
Just about half distance, Moss, who was lying behind Brooks, Hill, Brabham, and Behra, decided it was time to make his move and go motor racing. Behra, of course, eliminated himself, but the light green BRM passed Brabham and then came to grips with Hill, setting up the fastest lap of the race in the process (209.287kph).

### HAY BELTED

However, the good Felipe was just too strong for him and on the 42nd lap, possibly handicapped by a duff clutch, Stirling lost it into the haybales at Thillois hairpin and was out. As Brooks showed no sign of slowing down, the only remaining interest as the last eight laps ran out was whether McLaren would pass Gendebien (he didn't) and whether Flockhart's highly experimental BRM, which was expected not to finish, would.

The order changeth not, being at the finish Brooks, Hill, Brabham, Gendebien, McLaren, Flockhart, and Schell (BRM). No serious accidents, thank the Lord; a change from previous years.

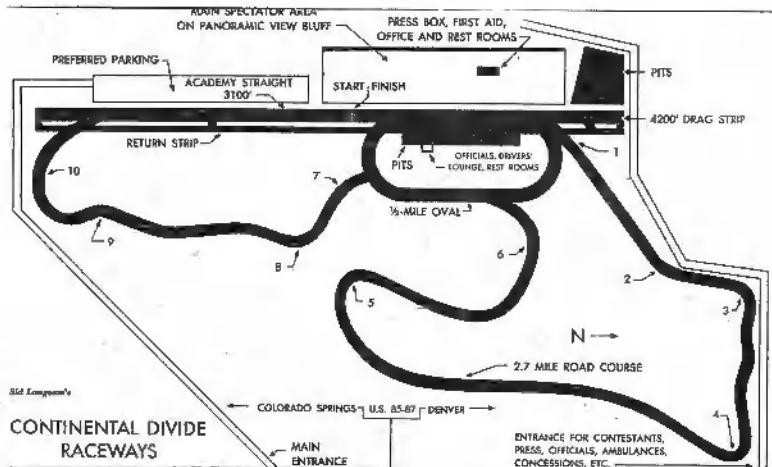
Still running at the end, but being classed after some other cars which were in fact immobile at the finish, were Scarlatti (Maserati), De Beaufort (Maserati) and D'Orey (Maserati). There was also a fine jalopy derby of a F2 race which was won by Moss (Cooper), from Herrmann (Behra Porsche Spl) and many, many Coopers.



**3 STARTS AND 3 WINS** was the record set by Jim Hall's Lister-Corvette in the SCCA spring championship races at Galveston, Texas. "Jumpin' Jim" piloted the big screamer to first overall in both the big car preliminary and the feature event, averaging more than 94mph in the latter. On Saturday, Delmo Johnson of Dallas brought the Lister home first in the novice event.



**SID LANGSAM (left)** and Ray Lovely during construction stages of the now-completed Continental Divide Raceways south of Denver. Formal opening is August 8-9 with a formidable program of sports car races. The 2.7 mile closed-circuit track, all paved, combines a sports car course with a drag strip and a half-mile oval for stock cars. (Map of course at right)



## Here's the Latest on American Intl. Rally

Like the heat, interest is soaring in the \$10,000 American Intl. rally, Oct. 13-17. Here are the latest developments:

Flying MOTORACING's colors will be our rally expert, Duane Sparks. No navigator as yet. Don Royer, rallymaster and director of competition, and wife Maxine have returned after 10 days of setting up the last leg (regularity run) from Santa Fe, N.M., to Las Vegas and covering 3500 miles.

Temperatures ranged from 42.6 to 117.8. Course measures only a few miles of the originally-estimated 896 miles. Check-points are now painted yellow on the highways.

Top speed contestants will be asked to hit a bit over 64 mph; the lowest, just under 10mph. All arrangements have been made to bypass official state inspection stations; and no worry over cars with dealer plates.

There are six established refueling stations, and all will be open. Maximum distance without refueling is 160 miles.

Route instructions from Santa Fe to Las Vegas total 175 (including all speed changes and refueling instructions).

Arrangements are set for a complete radio network on the last day's course, with a master station in Las Vegas and atop

Sandia Crest (11,000ft) peak near Albuquerque...plus 13 mobile units in between and at all controls.

Chuck Stevenson, two-time Mexican road race victor and top Lincoln-Ford team pilot, is looking for a sponsor and A-1 navigator. How about Ford or the Ford Dealers' Assn.? Call AN 9-7417 (days). ...Mary Davis is going in either a Plymouth or Chevy...Rudy Cleye has forsaken Borgward, will enter two Mercedes. He is NOT paying an advance to any navigator.... Rally is SCCA-approved; if you take \$, you cannot collect any Natl. rally points; you can accept expense \$ (same as race drivers)...Drivers are seeking navigators and vice-versa. Write MOTORACING, which will try to act as clearing house.

## Johnny Lail

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## VIGNETTES BY VIGNOLLE

(Continued from Page 4)

me wrong, I think they both need to improve a lot. It's just a wonder that there were not a lot more serious crashes and injuries at this recent event than at the one last fall.

You are probably fully aware of the recent suspension of Dick Thompson's license by the National S.C.C.A. You and I have seen Dickie race and in fact he is a very good personal friend of mine, but, the fact remains that he has been involved in far too many "incidents". His suspension whether deserving for his recent action or not, has been long overdue for the good of the sport. I feel that the West Coast is long overdue for such action to be taken with those drivers who feel the need to nerf their competition out of the way.

Maybe I have the wrong idea as to just what sports car and road racing means, but in a nutshell, I always thought it was a matter of proving who was the most skillful operator of his machine along with proving whose machine was best. If I am anywhere near right, then there is no need for these shows of bravery (idiocy is a better word).

this type of thing with an iron hand and because of it, racing over there is much safer and the drivers are looked upon as very highly-skilled operators of their machines, not some bloodthirsty irresponsible goons who are putting on a show of bravery and brawn.

What this is all building up to, Gus, is that I think that you will agree that this may be a worthwhile project for your paper to embark upon. You know, the power of the press, and all that.

I have talked to quite a few people about this and they all seem to agree that "our kind" of racing needs something to be done along these lines, and soon. Among those with whom I've discussed this and who are in hearty agreement are: John Luce, Ken Miles, Jay Chamberlain, Richie Ginther, Chick Leson, J. P. Kunstle and of course many others.

Well, Gus, enough of this drivel for now, we are looking forward to seeing you here for Seafair. Plan to stay for the following week too and take in the big boat races also.

Yours truly,

(Signed) Pete Lovely.  
Seattle

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## RACE CALENDAR

JULY

- 11-12 -- SCCA road races, Washington region, Marlboro, Md.
- 11-12 -- SCCA national road races, Colorado region, Buckley Field, Colo.
- 12 -- Trento-Bondone Hillclimb, Italy.
- 12 -- Grand Prix de Rouen, France.
- 12 -- Villa-Real Races, Portugal.
- 18 -- SCCA national road races, Los Angeles region, Riverside Intl. Raceway, Riverside, Calif.
- 18-19 -- SCCA road races, New York region, Thompson, Conn.
- 18-19 -- SCCA road races, Central Florida region, Fort Pierce, Fla.
- 18-19 -- SCCA road races, Delta Region, Hammond, La.
- 19 -- Kiwanis Grand Prix for Sports Cars, USAC, Riverside Intl. Raceway, Riverside, Calif.
- 25-26 -- SCCA road races, Philadelphia region, Vineland, N.J.
- 25-26 -- SCCA drivers' clinic and race, Central Carolinas region, Virginia Intl. Raceway.

## FIAT

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# Rally 'Round

With Duane and Jerrie Sparks

The avid rally enthusiast in this area has had more than his share of top flight events during the past month. From Northrop's SIERRA VI through NASCAD's MIDNIGHT 'TILL DAWN and on to Santa Monica FCCA's DISTINCT he was offered far more in the way of challenging events than he will ordinarily encounter in a year of concentrated rallying. True, there is some call for a return to the days of 10 or 11 second errors for a championship event, but for my money I'll take a rally which gives the contestant something to think about while he's doing his precision navigation. And the three above certainly filled the bill in this respect.

They were followed by the notorious SEMANA NAUTICA offered by Santa Barbara FCCA over the week-end of July 4th. Compared with last year's event this one was much improved technically. The dust was just as thick but the country up that way is so perfect for rallying that it is always a pleasure to run their events, especially when they are so hospitable in their distribution of trophies to the delegation from L. A.

The Council meeting this month went on a legislative kick, adding minor provisions to the Rally Code to the effect that signs reading in part must be complete words, and outlawing the use of double sets of instructions, one for route changes and the other for speed changes.

A generally accepted practice, namely "complete one instruction before proceeding to the next"

was made official, but the job which needed to be done--that of setting up the check-out committee for championship rallies--was given the same old treatment of veto by referring it back to committee where you can be sure the present powers that be will keep it, thus destroying any possible chance of adding this valuable council service to the sport for the balance of this year.

The LA SCCA invites rallyists to take part in the first El Camino Real rally, a national event, August 8-9.

With the unique blend of desert, mountains, and the blue Pacific, the El Camino Real touches briefly on the original Royal Highway followed by the missionary fathers from San Diego northward.

This will be a straightforward navigational type rally, with clear and concise instructions, covering only paved roads.

The rally starts in the high desert area of Apple Valley, with headquarters at Apple Valley Inn. The route follows the Pines to Palms road through some of the most interesting and varied terrain in the United States.

The Saturday night stop will be San Diego.

A no-host cocktail party will precede the Victory dinner and trophy presentation at the swank Howard Manor.

Entry blanks may be obtained by writing Mrs. Alice Powers, 768 Enchanted Way, Pacific Palisades, or calling GLadstone 4-6427, FRontier 6-1538, or EX-mont 1-4479. Joe Bechtel is rally chairman.

## Various Rally Results

SANTA MONICA FCCA JUNE 28 RALLYE DISTINCT AL NESBITT RALLYMASTER 49 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Ann Sparks	Ted Sparks	NRSOC	VW	4.80
2.	Ed Venable	Betty Venable	SMFCCA	A-H	5.69
3.	Plo Schumann	Charlie Schumann	SWSCC	A-H	5.80
4.	Bill Chester	Elizabeth Chester	R M	Alfa	6.86
5.	Marvin Gussow	Georgia Gussow	SMFCCA		8.66
6.	Dick Coulter	Ruth Piercy	SMFCCA	MG A	16.74
Novice	Harold Kristal	John Love	STLRASCC		30.59

SANTA BARBARA FCCA JULY 4 SEMANA NAUTICA LOU HOOK RALLYMASTER 35 CARS

POS.	DRIVER	NAVIGATOR	STOCK	MODIFIED	ERROR
1.	Bob Piercy	Larry Harris	1		2:08
2.	Dick Coulter	Al Nesbitt		1	2:46
3.	Jack Sparks	Duane Sparks		2	3:05
4.	Marlene Kelfer	Steve Kelfer	2		4:17
5.	Dick Ecker	Sharon Coulter	3		4:58
6.	Dwight Swegles	John Clever	4		5:27
7.	R. Burnett	C. James	5		6:48

## Rallies

- JULY
- 12 -- HUGHES BASCO CHAMPIONSHIP SLALOM I 104th & Aviation 9 A.M. \$5 for 2 runs Don Grotjan OR 0-1515, Ext. 5826. SCCSCC Championship event.
  - 12 -- SAN FERNANDO VALLEY FCCA RALLYE DE BASTILLE 9 A.M. 4 hrs. nav. Reseda Bowl, Reseda, \$2, Doug Lardie ST 2-3409
  - 18-19 -- AUSTIN HEALEY OWNERS ELITE SUNDOWN II SCCSCC championship rally for July 10 P.M. Vermont & Sunset, 250 miles 9 hrs. \$5 Gwen Thigpen OR 4-0401
  - 25-26 -- SCCA National championship TEXAS RALLY
  - 25 -- RADIOPLANE SCC ALPINE ROLLER COASTER RALLY SCCSCC open event 6 P.M.
- AUGUST
- 2 -- R & M TRIANGLES SCCSCC CHAMPIONSHIP SLALOM GRAND PRIX II 9 A.M. Stonewood Center Firestone & Lakewood.
  - 8-9 -- SCCA NATIONAL CHAMPIONSHIP EL CAMINO REAL RALLY Starts at Apple Valley Inn 6 A.M. Joe Bechtel Rallymaster, \$15.
  - 15-16 -- SANTA MONICA FCCA RALLY D 'ORO SCCSCC Championship rally for August starts at 9 P.M. Sepulveda Blvd. south of Sherman Way Rallymasters Bob Piercy & Al Nesbitt, \$5 Ruth Piercy AX 1-9373

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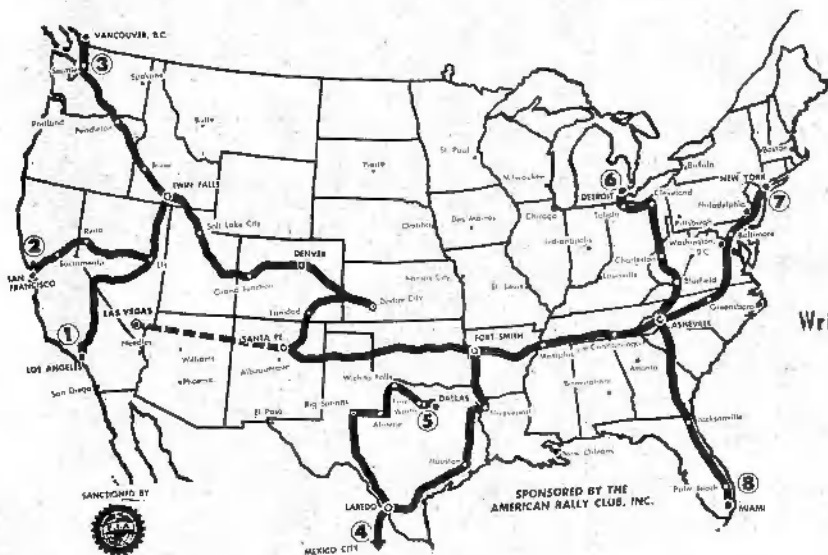
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